

Our Ocean Airways.

THE Pan-American clipper plane roared down its takeoff course at Alameda, Cal., the other day, left the water in 24 seconds, and easily winged its way out over the Golden Gate and the broad misty expanse of the Pacific. There was no cheering crowd to see it off. Its flights over wide ocean stretches have become routine. But the uncanny, clockwork precision with which the giant flying boat tracks its slated course and maintains or excels its set schedule has made it the premier commercial air vehicle of today. The current flight is to add 1,500 miles to the air-water path which it is blazing into the Orient, extending the explored and serviced route up to 6,600 miles at the American island of Guam. There will then remain only the testing of the 1,533-mile gap to Manila and the 800-mile lap to China. With the observations and tests planned this trip is to take about 10 days.

Link by link, this great seabird is trying out the stepping stone island bases which mark its course. Hawaii, Midway, Wake have followed in quick succession and now Guam is to be added to the conquests. The addition of each new way station means that the construction crew has built new landing facilities, a new supply depot and stocked it with fuel and supplies. With this testing of the line to Guam, the regular commercial operation of the line to China is becoming a mere matter of weeks.

For the combination of speed, stability and safety to date there has been no ship built which outranks the clipper plane. And the Orient is not the only direction in which the Pan-American Company is pioneering. Negotiations are under way for a line to tap the Orient line at Honolulu, Hawaii, and swing southwest to Auckland, New Zealand, where connection would be made with a line in operation to Australia. Kingman Reef and Pago Pago would be fueling stations. They are bits of coral set in the blue of the largest of all oceans. They came under the protection of the Stars and Stripes in an unthought moment of our national life in a now remote era when our paternalistic instincts got the better of us. We little thought then that ships would one day come out of the sky and rest their wings on the quiet waters of a coral reef protected lagoon.

And nearer home the Pan-American Line has been maintaining a fast and thoroughly dependable land plane service between Brownsville, Texas, and Buenos Aires, Argentina. This is one of the most scenic routes in the world. It leads through Mexico, Central America, down the west coast of South America and across the lofty snowclad Andes. This company has used clipper flying boats across the Caribbean Sea for a long time. On Nov. 1, it plans to put them in operation between Miami, Fla., and Buenos Aires flying over the West Indies and along the northern and eastern coasts of South America.

The French, Germans, Dutch and to some extent the British, offer the Pan-American competition in some of its territory. But they are far outranked by the American line.

ATTACHED EDITORIAL SENT THE FOLLOWING
OCTOBER 14, 1935

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